

AFFIDAVIT

of the witness Ganusich Grigorey Kondratievich
The city of Moscow, February 1, 1947.

I, Colonel Rosenblit, Assistant Prosecutor for the USSR
in the International Military Tribunal for the Far East,
interrogated as a witness the undersigned who testified:

Surname Ganusich
First name Grigorey
Second name Kondratievich
Age Born in 1893
Place of employment Former station master of Imyan-Po
 (The Chinese Chanchung railway).
 At present an internee.

Address A camp for internees No. 26. The
 Uzbek Soviet Socialist Republic

Previous trial I have never been under trial.

I have been warned of the responsibility for giving false
testimony under art. 95 of the Criminal Code of the R.S.F.S.R.
(the Russian Socialist Federative Soviet Republic).

The oath of the witness is attached to the affidavit.

QUESTION:
From and till what time did you live in Manchuria?

ANSWER:
From 1914 to February 8, 1946.

QUESTION:
From and till what time were you employed by the
Chinese Eastern Railway?

ANSWER:
I was employed by the Chinese Eastern railway from March
3, 1916 till December 31, 1923 and later from January 1, 1930
till June 1, 1935.

QUESTION:
From what time were you employed by the Chinese Chanchung
railway?

DOC. NO. 3096

ANSWER: I was employed by the Chinese Chanchung railway from September 1, 1945 till the day of my detention.

QUESTION: When you were in Manchuria were you a Soviet or Manchurian subject?

ANSWER: Prior to 1936 I was a Soviet subject and since 1936 I have been a subject of no country.

QUESTION: Did you refuse to be repatriated after the sale of the Chinese Eastern railway?

ANSWER: It was suggested that I be repatriated, but I remained in Manchuria and thus ceased to be a Soviet subject.

QUESTION: Enumerate all the positions you held on the Chinese Eastern railway since the day of the occupation of Manchuria by the Japanese in 1931 till the day of your discharge from the Chinese Eastern railway in 1934.

ANSWER: In 1931 I was chief of the transportation section of the commercial, agency at the Pogranichnaya station. In September 1932 I was appointed station master of Si-Lin-Hay.

I held that position till April 15, 1933. Then I was transferred to the station Tai-Pin-Lin where I remained as a station master till July, 1934. After that I was appointed station master of Chang-Cung, but as the white-guards began to persecute me there I was soon transferred to An-Da where I worked in the capacity of assistant station master till the time of the sale of the railway.

QUESTION: What directions did you personally receive from the Japanese with regard to shipments violating the economic interests of the Chinese Eastern railway?

ANSWER: In February, 1933 while being on duty at the station Si-Lin-Hay I received a train with the Japanese troops. The dispatcher directed that that troop train be detained and a passenger train received at the Syeo-Si-Fin.

Two Japanese officers, one of them an interpreter, entered the station office. They demanded that their troops train start immediately I said that I could not do that and referred to the direction of the dispatcher. Then the interpreter started pushing me in the back, and the second officer threatened me with his sabre and said: "If you do not order that the train start I shall kill you on the spot."

Then I came up to the dispatcher's telephone and told the dispatcher all about it. He said: "If things are like this, order that the train start." And I did.

In November, 1933 while I was on duty at the Tai-Pin-Lin station arrived a train with the Japanese troops and two Japanese officers also came into the station office. At that time I was directed by the dispatcher that their troops train be detained as we expected a reserve locomotive from the Ma-Tsa-O-Hay station. The officers categorically demanded that their train start immediately. I told them that their troop train would not be detained long. Then they began to push me in the back and chest, threatened further beating and demanded that their train start immediately. I reported about this to the dispatcher and he directed that the train start.

In June 1934 a Japanese troop train arrived at the Tai-Pin-Lin station when I was on duty.

At the same time a passenger train was to leave the Ma-Tsa-O-Hay station. 5-6 Japanese officers entered my office and under the threat of beating me categorically demanded that their train start immediately. I asked them to let the passenger train go first, but they did not agree and threatened to beat me up I told the dispatcher about that and when he learnt that the Japanese were threatening me he agreed that the Japanese troop train leave the station.

QUESTION:

Were there any cases of the unlawful use of the means of communication by the Japanese when you were station master?

ANSWER:

The Japanese military without any consent of the railway authorities and communication agents systematically used our telephone and telegraph net and carried on conversations over our wires to the detriment of our official conversations.

QUESTION:

What do you know about the attacks of the Hunghutze on the rolling stock, station premises and other buildings of the Chinese Eastern railway after the occupation of Manchuria by the Japanese?

ANSWER:

From 1931 to 1935 a number of attacks on the rolling stock and station premises of the Chinese Eastern railway took place. It seems all those attacks were made by the Hunghutze. I know that in the course of 1931, 32, 33 and 34 they burnt down and destroyed almost all billets from the Pogranichnaya station to the Harbin station. It was necessary to transfer all linemen and maintenance workers to the stations which undoubtedly hindered our work and the maintenance of the track.

I saw myself those destroyed billets when I rode by the eastern branch of the Chinese Eastern railway. Moreover, the billets were also destroyed in the sections of those stations of which I was station master.

The house in which lived the station master of Tai-pin-Lin was also destroyed. The Hunghutze attacked the Han-Dao-Hay-Tsi station in the summer of 1932, plundered the railway billets, burnt down the school for the children of Soviet nationals and led away to the hills a number of Soviet employees of the Chinese Eastern railway. Due to the attack there were wounded and killed among Soviet employees of the Chinese Eastern railway.

I learnt of it from the report made over the dispatcher's telephone to the dispatcher on duty. In August 1932 between Han-Dao-Hay-Tsi and Tao-Lin-Tsi the Hunghutze stopped the train of tank cars filled with the Soviet Gasoline and set the train on fire. About 40 tank cars were burnt down and a number of members of conductors' and locomotive crews of that train as well as some other employees of the Chinese Eastern railway going by that train, who by way of transference went to other stations, lost their lives.

QUESTION:

In what conditions did you work in the Chinese Eastern railway?

ANSWER:

Prior to the occupation of Manchuria by the Japanese the conditions of work in the Chinese Eastern railway were quite normal. With the arrival of the Japanese in connection with frequent attacks of the Hunghutze the conditions of work on the Eastern branch of the Chinese Eastern railway became quite unbearable.

All the time I as well as other employees of the railway had to hide ourselves as we were afraid of becoming objects of Hunghutze attacks. While discharging my official

duties at the station I felt as if I were at the front. I often had to stop my work and hide in the bushes. It was especially dangerous to remain at the station during the night and when I was on duty I not infrequently sat not far from the station in the bushes and the window being open listened to telephone calls leaving my shelter in response to the call of the dispatcher and other employees of the railway.

All that also disorganized the railway traffic. The authorities of the Chinese Eastern railway had to order that the speed of trains should not exceed 15 kilometres per hour. Moreover, it was necessary to have reconnaissance trains with guards ahead of passenger trains. During the night the railway traffic was often suspended.

QUESTION:

Do you know what part the Japanese played in the subversive activities of the Hunghutze,

ANSWER:

1. Prior to the occupation of Manchuria by the Japanese the railway traffic was quite safe, no attacks were made on the stations and neither the railway track nor the communication system were ever destroyed. All railway accidents, attacks and destructions began only after the arrival of the Japanese in Manchuria.

2. After the sale by the Soviet Government of the Chinese Eastern railway to Manchuria all those subversive activities of the Hunghutze stopped.

3. The Hunghutze bands had been in Manchuria before the arrival of the Japanese. However, living in Manchuria for many years I am well aware that the Hunghutze never held up trains or destroyed railway tracks; they were mostly chasing rich people hoping to set a ransom.

4. My acquaintance Kadey railway foreman of the Gao-Lin-Tsi station told me that his senior worker, a Chinaman reported that in the summer of 1933 at the section of the railway track between Gao-Lin-Tsi and Lida-Hay-Tsi the workers under him watched how from the passing Japanese troop train were thrown out about 10 boxes with rifle cartridges (judging by the shape of the boxes). In forty minutes or in an hour the Hunghutze came to that spot from the hills and carried away the boxes thrown out by the Japanese. From this I drew a conclusion that the Japanese armed the Hunghutze.

DOC. NO. 3096

I have nothing to add to my testimony.

I read the affidavit. My testimony was recorded correctly which is certified by me

WITNESS : Ganusich

INTERROGATED: Colonel Rosenblit,
Assistant Prosecutor for the USSR
in the International Military
Tribunal for the Far East

OATH

The City of Moscow, Feb 1, 1947

I, the Undersigned Ganusich Grigorey Kondratievich, give this oath of witness to Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East, that I pledge myself to give true and correct testimony pertaining to the case of the major Japanese war criminals.

I have been warned of the criminal responsibility for giving false testimony under art. 95 of the Criminal Code of the R.S.F.S.R. (the Russian Socialist Federative Soviet Republic).

The oath was given in my presence, Colonel Rosenblit, Assistant Prosecutor for the USSR in the International Military Tribunal for the Far East.

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the first time in my life I have been so deeply interested in any one thing.

W. - 19. 1. 3.

卷之三

1985-1986: The first year of the project, the team began to identify and map the wetlands in the area.

— 19 —

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~~and the following day I took a boat to the big island and went to see the lava fields and the new lava flows (the lava flows from the 1960 eruption).~~

— 15 — *Journal of the Royal Microscopical Society*

1980-1981: The first year of the new system.

to receive 50% off after the first year for all subsequent years.

160 - It's better to try to learn real basics (fundamental
as well as specific) about your project and work
at it until you understand

52 - Pterostylis nutans (L.) Rchb. f. (as above)

Constituted the Board of Directors of the New England Mutual Life Insurance Company.

10. *Leucosia* *leucostoma* *Leucostoma* *Leucostoma* *Leucostoma*

（三）在本行的行員中，有¹人是²。

1000-10000 m.s.m. - 10000-12000 m.s.m.

Leucosia *leucostoma* *leucostoma* *leucostoma* *leucostoma*

12. *Chloris virgata* (L.) Pers. var. *virgata*

No. 3

Dec. 3096

3096

205

第三回
日本軍用列車ヲ出發セシ
ヨリ日本軍用列車ヲ到着シテ之ヲ時
オヘ駆カラ郵便列車方出發スル必テシ
松室五十六人
日本人將校ガヤツキヲ波打スル
ニテ列車ヲ出發セシ此ニモ要求シマシ
本ノ旅客列車ヲ通過
之ヲタクマシテ旅館等ハ承諾シテ駆行
ニシム私ノ運行係ヲトコ通シテ總ノ松室五十六人廢跡ヲ知シ
日本ノ軍用列車ヲ出發セシモ承諾シテシ。

問：貴方に就任長官として郵務省にて多時、日本人が通信機関ヲ不満徴用セドリカウニシテアリテシヌか？

答、日本軍人鑑道修理司十二月三日信據關下省廿二日代表者、
何等者、承諾無之于當時勝手日本應信電已許通音綱三邊結六餘傳
緣利用空運信行有係方、有輸輸上、通信了防害二字之外、

問：日本が滿洲に占領した後、索々大鐵道（列車）駕附橋（建築物）三才人此馬鐵、攻撃等（當字）實（實）何（如）？

答、一九二一年から一九三四年迄東京大蔵省、列寧銀等の付託金を支
給するが行方不明の事件、改鑄小字跡

M/0.3

一九三二年三月三十一三四午ノ間ニ駅等が水^スヲテナヤ^ル、
スハシノ駅邊、闇ニウタスベテ、附屬邊^ノ繫物ヲ破壊
シテ上セシタ、私^ハ知半^シ、ソ^ノ經界線^ノ駕^カ人及^シ路
線工夫ヲ駆ニ移住セサシバ^ト子^タノ^ニ鐵路^ノ人^々、鐵路
ノ^人能^シ、監視^{ハ勿論}、^本當^ニ困難^{ナリ}、^シニ^ラ繫物^ヲ
破壊^ヲ私^ハ自^身テ車^チ支^テ鐵道^ノ旅^行ヲ^タ止^ム、且^シミ^シ、
又^シが駅長^ヲシテ^{シテ}駅^ノ内^トモ同様^ニ附屬邊
繫物^ヲ破壊^ガ行^フシテシタ、

任光、R. G. 家

Dec 30 96

九三一年夏六月廿一、廿二、廿三日，鐵道部沿京哈鐵路之北上人，不供送加運洋貢，由赤縣水入下十七縣人，乘火輪船，勤務員行水河之上人，運行三、四行，以少數船隻，時東支鐵道，勤務員，以上人中，力者，各得薪水，事，鐵道電話，運洋，考其運行，之報事，也。知其處，也。九三一年八月，歲，八月廿一、廿二、廿三、廿四、廿五、廿六、廿七、石油，鐵道，支車，傳，此，於人，八月廿四日，八月廿五日，火車，此，列車，三，共組，八月廿六日，車，班，第一機，實，列車，第一，駛，韓，此，列車，三，共，之，支車，東支鐵道，從，奉，員，始，之，之。

向一貴方へト、格子木戸へト、東方鐵道三井物語、三層台のカ？
答一日本公使館門口自ス以前、東方鐵道三井物語が本情況
極々普通ニシテ日本軍が未トカノ事無、立候事が屢々聞及セリ
「聯合」、「東方鐵道事務」情況、而ハソナ格子モトトニシテ、
厚財、難解釋、議性、十人ヲ恐レシテ然ニ終連甚勤務員、
层十九、二十セシタ時、物語行中私、何時戰線三層台格子が
々々、やう直モ廿九、三十進駐軍、中身ヲ問、ナシバ、ナシト言、ヨロク相手
屢々有タシ、夜同駅三層台古都人特、空襲行方、ヨリ直一時私、屢々被
物語近進、草中、空襲行方、ヨリ空襲行方、ヨリ電話、ベシが開工は復、
家カア出下連行方、ヨリ空襲行方、ヨリ空襲行方。

列車運行モ此等三種類ニ複合入リテノ日本又軌道管理局
列車ヲ時速十五秒以下テ立ラセズバニヤセハシタノ外ニ旅客
列車ノ前ニ三種類備後隊ヲ本セタ偵察列車ヲ運行セズナフヌ

夜向列車、運行フ停止スルトモハバハシタ
向一連謀報舉行游ニ大ハ日本人ノ謀劃ニシテ真有
ハ何ヲ御存知ナスか?

答 3096

1、日本人滿洲占領以前ニ列車運行ハ何事! 亂世モ
伴ハズ騎兵等攻撃を乞々ス、路線や通信、一度モ
破壊サセシム。全ナ列車事故、攻撃、破壊行為、
日本人が滿洲へ來テカラ始マクテス。

2、ソ聯政府が東支鐵道ヲ賣却カラハ滿洲ニ於ケル
馬賊、此等、破壊行為ナクタバシム。

3、滿洲ニ馬賊一味が以前モ日本人が来ル前モ在シテ
サマカズ然シソ私が多年滿洲ニ往ニテサタ經験アズ、私ハ
馬賊が未ニテ列車、攻撃や路線、破壊等ハ行ナカ
シ多事ヲ知リキス。エニ破壊ハ尋常合ラセニムカニ
金持ヲ相手ナクテス。

4、私、知人等リソノズイ驛、鐵路工事督管官、等、詔
「彼中國人工夫頭、報口ヨリハ九三年夏カオリハ之
リダヘヌ」向テ彼組工夫が通過ニテ進行中、日本
軍用列車カラ小銃、彈薬等(箱、形ヨリ異ナ)十ヶが
投下サレ約四十分、一時間後ニ馬賊、一族が現シテ日本人
投下シテ箱ヲ拾ツテ行マタニヨツテ私ハ日本人が馬賊
武器ヲ供給シテサルト本フ結論達シタ。

10.5
コソ以テ陳述ニ係モ追加出来ハ有リケン。私ハ調書
ヲ讀ミ及シタ。私、言葉未全部正確ニ紀錄シテアリ
證人ガ又シケ。謂内務省總務事務司ノ上聯政治部機事(ロジンアリシ)

3096

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宣誓書

余下記署名「ガスノケ・アーリー・ハドラー」サクセ

日本主張軍事犯非人事件、證人として正應化證言を行ふ

事乙號=被詐領此宣誓書ヲ極東國際軍事裁判所上

聯邦出席候事「ローガント」ニ鑑づ、

傍證言二處、口二アサヒ和同刑法九十五條三、生火事件

一丁八申源事件。

宣誓書

極東國際軍事裁判所上聯邦出席候事大佐

(ローガント)

モスクワ 昭和二年一月一日

No.6